Premier Multi-Layer Muffler Packing Instructions

Thank you for purchasing FMF Racing’s Premier Packing kit for your 4-stroke muffler. We have spent countless hours of design work and testing to ensure you receive the highest quality product on the market today.

Exhaust gases traveling through the muffler core are very hot and corrosive that will over time cause the packing material to deteriorate. FMF Racing’s Premier Packing kit is made up of four distinct layers to improve performance and provide long lasting results. The first layer around the core is a high quality stainless steel screen which protects the second layer of stainless wool from fracturing and breaking down. The stainless wool is a barrier against heat and corrosion to buffer the third layer - a high density glass blanket that creates a uniform surface helping exhaust gases flow more evenly through the muffler to minimize back pressure. The fourth layer is a state-of-the-art blend of exclusive packing materials to provide the highest level of sound absorption. We are confident our Premier Packing is the best performing and longest lasting muffler packing available.

Check out our website at www.fmfracing.com for more information.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing eye protection and gloves. You should have a complete understanding of how to remove and replace your exhaust and attached components. Otherwise, you should have it worked on by a professional mechanic. Keep all parts when removing your exhaust and/or components, as some parts may be easily lost.

1. Remove muffler from vehicle.
2. If your muffler uses positioning straps or spring hooks, you will need to make note of their locations for reassembly. Remove the screws and reinforcement bands from the front of the muffler using an allen wrench; keep for reassembly. Do not remove the rear end cap. If you do not have an FMF muffler, you may need to drill out rivets prior to disassembly.
3. While pulling on the muffler canister, use a rubber mallet to gently tap the first 1” of the canister where the front end cap slides into the muffler canister. Silicone is used as a sealant and holds the end cap inside the canister. Remove the front end cap and core from the muffler canister. Clean off the dried silicone from the end cap and inside of the canister (Fig. 1).
4. Use contact cleaner and a wire brush to clean the perforated core to remove all debris and carbon buildup. Wipe dry.
5. In the following order, place the stainless steel screen, stainless steel wool and high density blanket layers on a table so they overlap each other by 1/2 inch (Fig. 2).
6. Measure the core length and compare it to the the length of the packing layers. You may need to trim the layers to the proper length using sharp shears. When trimming layers, allow room for the core to slide into the rear endcap (Fig. 2).
7. Place the core assembly on the table and start rolling the stainless screen around the perforated core as tight as possible. Continue to roll the remaining components around the core in the order specified (Fig. 3).
8. While holding the assembly together, wrap 1/2” masking tape around each end of the core tightly to hold the layers in place (Fig. 4).
9. Loosely wrap the red fiberglass packing media around the wrapped core assembly and if necessary, secure it with 2 strips of 1/2” masking tape. Do not pack too tight, as this will hamper performance and increase the sound level.
10. Reassemble the muffler by tucking in the fresh packing material as you slide the core into the canister. Before the front end cap is inserted, apply a thin bead of High Temp Silicone around the end cap for an improved seal. Be sure the inner core of the muffler aligns with the rear end cap before fully inserting the front end cap into the canister (Fig. 5).
11. Reinstall the allen screws until snug or tighten 1/4 turn after the screw head makes contact with the canister. If your muffler uses rivets, you will need to install new ones.
12. Reinstall the muffler on your vehicle.
13. We recommend using High Temp Silicone for an improved seal. Please follow instructions for the Silicone and allow sufficient time to dry before starting the engine.
We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your muffler if water enters into the chamber. We also recommend cleaning the spark arrestor screen (if equipped) gently using a wire brush after every 30 hours of use.

**MAINTENANCE**

Note: When trimming layers, allow room for the core to slide into the rear endcap.

**Disclaimer**

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